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Trends

ASSOCIATION OF
AMERICAN RAILROADS
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WASHINGTON, December 6 -- Freight traffic on major U.S. railroads during the week ended December 1 totaled an estimated 17.8 billion ton-miles, 1.0 percent below the corresponding week a year ago, the Association of American Railroads reported today.

Cumulative volume for the first 48 weeks of 1979 was an estimated 831 billion ton-miles, 4.9 percent above the comparable period of last year.

Carloadings in the week ended December 1 totaled 469,957 cars, 4.7 percent below 1978, but 16.5 percent higher than the preceding holiday week of this year. Compared with last year, loadings were up 1.3 percent in the West, but down 14.6 percent in the East, and 1.8 percent in the South.

Compared with the corresponding week of 1978, 15 of the 21 commodity groups were down. Grain loadings were up 4,383 cars, or 14.8 percent, although coal was down 8,029 cars, or 7.0 percent. All of the 21 groups were up from the preceding holiday week of this year.

Piggyback

The AAR also reported that piggyback revenue freight traffic on major railroads for the week ended November 24 totaled 28,897 cars, down 4.2 percent from the corresponding week of 1978, and 50,353 trailers and/or containers, 2.5 percent lower than last year. Both weeks included the Thanksgiving Day holiday.

The cumulative volume of TOFC/COFC traffic for the first 47 weeks of the year was 1,689,475 cars, 1.5 percent higher than last year, and 2,981,688 trailers and/or containers, up 3.6 percent.

(more)

Following are carloadings of major railroads, by commodity groups, for the week ended 12/1.[1]

	Loadings in Week ended December 1, 1979		Change from Corresponding Week 1978			Change from Preceding Week		
	Cars		Cars	Percent		Cars	Percent
Grain	34,081	I	4,383	14.8	I	3,429	11.2
Other farm products	6,730	I	131	2.0	I	933	16.1
Metallic ores	35,406	I	168	0.5	I	2,516	7.6
Coal	107,292	D	8,029	7.0	I	10,340	10.7
Crushed stone, gravel and sand	15,210	D	2,480	14.0	I	2,380	18.6
Nonmetallic minerals	15,607	I	1,669	12.0	I	1,444	10.2
Grain mill products	17,965	D	1,458	7.5	I	2,269	14.5
Food and kindred products	18,771	D	1,449	7.2	I	3,123	20.0
Primary forest products	21,151	I	141	0.7	I	4,649	28.2
Lumber and wood products except furniture	10,006	D	2,414	19.4	I	2,118	26.9
Pulp, paper and allied products	22,190	I	637	3.0	I	2,058	10.2
Chemicals and allied products	29,406	D	177	0.6	I	5,648	23.8
Petroleum products	6,456	D	805	11.1	I	1,456	29.1
Stone, clay and glass products	17,474	D	1,462	7.7	I	2,637	17.8
Coke	6,312	D	966	13.3	I	560	9.7
Metals and products	18,578	D	1,817	8.9	I	3,850	26.1
Motor vehicles and equipment	19,313	D	6,545	25.3	I	5,003	35.0
Waste and scrap materials	12,873	D	994	7.2	I	2,073	19.2
Forwarder and shipper association traffic	11,662	D	22	0.2	I	2,334	25.0
All other carloads	43,122	D	1,570	3.5	I	7,676	21.7
LCL traffic	352	D	84	19.3	I	58	19.7
Total Cars Loaded	469,957	D	23,143	4.7	I	66,554	16.5
Corresponding week of 1978	493,100						

	1979	1978	% Change	
Total Cars Loaded (48 weeks)	22,184,185	21,622,121	I	2.6
Estimated revenue ton-miles (in billions):				
47 weeks cumulative	813.4	774.5	I	5.0
Week ended December 1	17.8	18.0	D	1.0
48 weeks cumulative	831.2	792.5	I	4.9

[1] The figures above include 12 railroads no longer considered Class I roads when the qualifying requirement for Class I companies was raised by the ICC from $10 million to $50 million in annual operating revenues as of January 1, 1978.